

The Commonwealth of Massachusetts

ANNUAL REPORT

OF

THE COMMISSIONERS

OF THE

MASSACHUSETTS NAUTICAL SCHOOL

FOR THE

YEAR ENDING NOVEMBER 30, 1932

MASSACHUSETTS NAUTICAL SCHOOL
DEPARTMENT OF EDUCATION



The Commonwealth of Massachusetts

DEPARTMENT OF EDUCATION

PAYSON SMITH, *Commissioner of Education*

COMMISSIONERS OF THE MASSACHUSETTS NAUTICAL SCHOOL

14 BEACON STREET, BOSTON

WILLIAM E. MCKAY, *Chairman*

CLARENCE E. PERKINS

THEODORE L. STORER

WILLIAM H. DIMICK, *Secretary*

REPORT OF THE COMMISSIONERS

To the Commissioner of Education

The Commissioners of the Massachusetts Nautical School have the honor to submit their report for the year ending November 30, 1932, the forty-first annual report.

SCHOOL CALENDAR, 1932

Spring entrance examinations.....	March 24, 25, 26
Winter term ended.....	April 12
Spring graduation.....	April 12
Summer term commenced.....	April 20
"Nantucket" sailed from Boston....	May 21
"Nantucket" arrived at Boston....	September 13
Autumn entrance examinations....	September 22, 23, 24
Summer term ended.....	September 27
Autumn graduation.....	September 27
Winter term commenced.....	October 24

THE OBJECT OF THE SCHOOL

The Massachusetts Nautical School is a vocational school, teaching seamanship, navigation, marine engineering and allied subjects, and educating young men for officers in the merchant marine. The work is maintained on board the *U.S.S. Nantucket*, berthed at the Navy Yard, Charlestown. Applicants must be residents of Massachusetts, between seventeen years and their twentieth birthday, and certified as to good character and standing. Competitive examinations are held twice a year in March and September; the applicants receiving the highest averages fill the existing vacancies in the school. Candidates are required to pass a rigid physical examination. Deposits amounting to \$300 are required upon entering the school and another deposit of \$150 at the beginning of the second year.

During the past forty years the school has been doing an important work in providing an educational opportunity for the young men of the State whose special interests and capabilities are on the sea. There has been a steadily increasing demand for the instruction offered by this school. The number of applications during the past year has exceeded that of any year since the War. In normal times, the demand for graduates from steamship owners and operators is greater than the supply.

The new American merchant marine requires well trained officers. With ships of increased size and costliness has come a demand for officers of high attainment. The need for technical schools for young men who are ambitious to succeed along special lines on shore is recognized, and the State Nautical Schools were established to fill a similar need for those desiring to enter upon a seafaring career.

THE WORK OF THE YEAR

Repairs have been made to the ship by the Navy Department at a cost of \$29,180, divided as follows: repairs to the hull, \$19,507; repairs to the engines and boilers, \$9,271; replacement and repairs to navigational instruments, \$402.

Several of the seacoast States, in preparation for the establishment of nautical schools, have requested detailed information regarding the work of the *Nantucket*. On May 31, 1932, the General Assembly of Virginia passed an Act establishing a nautical school, to be maintained in connection with the Virginia Polytechnic Institute. The United States Shipping Board has recently authorized the transfer of a vessel to the Navy Department; this ship will be loaned to the State of Louisiana for use as a training ship. Two of the maritime nations of Europe, desiring to perfect the work of their training ships, have made a study of the operation and management of the Massachusetts Nautical School, one country sending a representative to observe the practical instruction during the summer cruise.

Captain Armistead Rust, U.S.N., after giving twelve years of faithful and efficient service as superintendent, reached the compulsory retiring age of seventy years on July 12, and was succeeded by Captain Clarence A. Abele, U.S.N., on April 30. Captain Abele's long experience in the Navy, during which time he had many and varied duties, including command of a battleship, commanding a squadron of destroyers, instructor in schools, and handling thousands of men and young men, has particularly fitted him for the responsible duties of Superintendent.

THE WIGGIN PRIZE

At the graduation exercises held on September 27, 1932, Mr. Arthur M. Wiggin of Boston presented a prize to the graduate in each division making the greatest improvement during the year. A stop watch was awarded to the Seamanship graduate, and a kit of tools was given to the engineer graduate. These prizes were much appreciated.

THE SCHOOLSHIP NANTUCKET

The *Nantucket* is well suited for the work of training and educating young men for marine officers. The ship has the great advantage of being economical to operate. The hull being constructed of iron requires little attention from year to year. The plates are in a fine state of preservation showing little deterioration since the ship was launched. Previous to this year, the *Nantucket* was barkentine rigged. During the year, yards have been placed on the mainmast making the ship bark rigged, and 100 tons of ballast added. The sailing qualities of the ship under its new rig are excellent. The vessel stands up well under all plain sails, and with wind nearly abeam showed little list.

The suggestion is made occasionally that square rigged sailing vessels are obsolete, and that time spent in teaching students to handle vessels under sail is wasted. The Commissioners believe that training on a square rigged sailing vessel is abundantly justified.

The seamanship required on board a sailing vessel is far more comprehensive and valuable than would be obtained on a training vessel equipped only with steam.

A sailing vessel is more advantageous in the physical development of the cadets; and alertness, self-reliance and courage are developed to a larger extent on board a vessel which is dependent on sail power.

One who is trained under conditions obtaining on a vessel like the *Nantucket* should have little difficulty in handling any vessel, and in time of emergency, the knowledge gained by his training in a square rigger might prove invaluable.

The following countries have adhered to the policy of using sailing ships for training young men for the sea: Great Britain, Germany, France, Italy, Japan, Spain, Greece, Norway, Sweden, Belgium, Denmark, Holland, Portugal, Jugo Slavia, Argentine, Chili, Brazil, Finland, Poland.

THE PRACTICE CRUISE

The summer cruise of the Schoolship *Nantucket* was very successful, not only in giving the cadets an opportunity to work out in practice the theoretical studies of the winter term, but also in developing their sense of responsibility and self-reliance under conditions of actual service. Although the usual run of weather was encountered including squalls and gales, most of the time the ship sailed under excellent weather conditions, and such bad weather as was experienced afforded opportunities for handling the ship under difficult conditions.

On September 8 when the ship was about one hundred and fifty miles from Montauk Point, Long Island, a storm of hurricane proportions was encountered. It was the most difficult test that the *Nantucket* has ever had to stand, but the vessel stood the test well, and was thoroughly staunch and seaworthy. No water of any amount was shipped on board and there was little damage to the sails or spars. Some of the boats were lost, and there were a few minor breaks in deck fittings, but the hull of the ship came through the storm in good condition. Other than the replacement of the boats, which will be done by the Navy Department, no repairs of any consequence will be required on account of the hurricane.

During the homeward passage across the Atlantic Ocean, the ship passed through the zone of the total eclipse of the sun. Photographs were taken of the eclipse and ten reports on different phases of the eclipse, observed on August 31 by the officers, cadets and members of the crew, were sent to the Hydrographer, Hydrographic Office, Washington, D. C. A letter of commendation was received from the Navy Department for the able manner in which the observations were reported.

DETAILED REPORT ON THE PRACTICE CRUISE

Itinerary

LEFT—	ARRIVED AT—
Boston, May 21.....	Provincetown, May 22
Provincetown, May 26.....	Norfolk, Virginia, May 29
Norfolk, May 31.....	Ponta Delgada, Azores, June 13
Ponta Delgada, June 18.....	Plymouth, England, June 25
Plymouth, July 1.....	Amsterdam, Holland, July 3
Amsterdam, July 7.....	Copenhagen, Denmark, July 10
Copenhagen, July 14.....	Gothenburg, Sweden, July 14
Gothenburg, July 17.....	Hull, England, July 20
Hull, July 26.....	Cadiz, Spain, August 4
Cadiz, August 8.....	Gibraltar, August 9
Gibraltar, August 12.....	Madeira, August 16
Madeira, August 18.....	New London, September 10
New London, September 12.....	Boston, September 13

During the cruise the *Nantucket* made mileage as follows: under steam, 5,107; under steam and sail, 5,069; under sail, 1,283; total, 11,459.

The general health of the cadets was excellent. Routine drills and studies were carried out according to schedule, except as interrupted by weather conditions and unavoidable ship's work. Regular instruction in First Aid was given by the Medical Officer. Sail was carried whenever practicable. During the shakedown at Provincetown at the beginning of the cruise, sail drills were held twice daily, loosing and furling twice each time, and, when calm, setting sail; at these exercises the cadets were alert and executed the drills well.

Pulling boats were generally used as running boats; usually under oars, but, when conditions were favorable, also under sail. Man overboard drill was held frequently. The following typical examples are cited:

On June 1, while ship was under steam, the life boat was in the water in 0 minutes, 20 seconds; the buoy was picked up in 2 minutes, 20 seconds; and the lifeboat was hoisted and secured in 9 minutes.

On June 9, while the ship was under steam and all plain sail except topgallant sails, the lifeboat was in the water in 0 minutes, 45 seconds; the buoy was picked up in 3 minutes; and the boat was hoisted and secured in 13 minutes.

During the stay at Plymouth, many visitors were received on board. The Mayor of Plymouth and Commander Cartwright, R.N., connected with the Board of Trade, were especially interested in the system of training on board the *Nantucket*. Mr. Arthur B. Cook, United States Consul, and the Mayor of Plymouth, extended many courtesies to the officers and cadets.

At Amsterdam, ninety cadets visited the Island of Marken, and its unique fishing village. Members of the first class were taken on a tour of inspection of the harbor through the courtesy of the Harbor Master. The three hundredth anniversary of the founding of the National Museum was being held at Amsterdam while the ship was there.

In proceeding to Amsterdam from Copenhagen, the *Nantucket* passed through the Kiel Canal. At Copenhagen, marked courtesies were extended to the officers and cadets by the United States Charge D'Affaires, Mr. North Winship, and by the American Club.

The city of Hull was most generous in its hospitality, numerous moving picture houses being open to the cadets without charge at specified times. Parties of cadets visited the Municipal Nautical School and Beverly Cathedral; and a large party was entertained by the Lord Mayor at the Guild House. The Hull Corporation Open Air Swimming Baths were open free to the cadets.

The *Nantucket* sailed from Hull on July 26. On the night of August 3, a strong levanter was encountered, against which little headway could be made, and it was, therefore, decided to make Cadiz instead of proceeding to Gibraltar, as scheduled. The ship left Cadiz on August 8 and arrived at Gibraltar on August 9.

The Italian sail training ships, the *Amerigo Vespucci* and the *Christoforo Colombo*, the training squadron of the Italian Navy, were in the harbor of Funchal at the same time the *Nantucket* was there. Cadets were entertained at the Sailors Rest, Funchal, by the Rev. W. G. Smart, an English clergyman.

THE HURRICANE

The *Nantucket* was overtaken by a hurricane on September 8 when 149 miles 113 degrees from Montauk Point. Reports of the hurricane had been received from its first appearance in the West Indies and the positions given were plotted. At noon, September 6, the ship was 468 miles 116 degrees from Montauk Point. The storm centre at 10 A. M. that day was in latitude 28 N, longitude 78 W, moving north at ten miles an hour. The September pilot chart showed the general course of hurricanes in September as passing out to sea south of Cape Hatteras. It was decided that the best course was to make speed to the westward to keep on the navigable side of the storm centre. Accordingly a third boiler was cut in. On the 8th the ship was caught in the hurricane. While the ship rolled heavily, she rode well and comparatively little water was taken on board other than spray. The second cutter and the whale boat were carried away and were cut adrift. The dinghy was also carried away and was cut adrift. The motor boat was badly damaged. The gaskets of the storm spanker carried away and the sail was taken in. It was finally decided to get out the sea anchor and lie to, which was done, and the engine was at the same time stopped. The ship fell off ten to fifteen degrees and rolled as much as before, but seemed to ride a little more easily. Oil bags were put over the side but did not seem particularly effective. All hatches had been battened down early, only the waist hatch being kept for use, with its hatch cover snugly secured, and the skylight covers were battened in place. The head of both the spanker and the trysail were somewhat slatted by the wind, although the former was furled and the latter was brailled in. The starboard foretopmast studdingsail, secured in the starboard lower rigging, lashed adrift and was cut away.

From later reports of the storm's course, it appears that the centre passed about eighty miles to the eastward of the ship at about 10 P. M., September 8. The wind blew from the northeast continuously from 3 P. M. on the 7th until 4 A. M. on the 9th. It reached hurricane proportions shortly after noon on the 8th and continued until 4 A. M. on the 9th, when it shifted to north and diminished in force.

The main radio set was put out of commission by salt water spray, but the

short wave set remained operative. The cadets behaved excellently throughout the storm. The engineer cadets and the coal passers carried through also in an excellent manner.

COAL CONSUMPTION

On hand and received.....	855 tons
Expended.....	812 tons
Remaining.....	43 tons

Detail

Moving ship.....	579 tons
Dynos and auxiliaries.....	190 tons
Distilling.....	38 tons
Galleys.....	5 tons
Total.....	812 tons

GRADUATION EXERCISES

The seventy-fifth graduation exercises were held in Building 5, Navy Yard, Charlestown, on Tuesday, April 12, 1932, at 11 A. M. The program was as follows:

Invocation: Rev. Abbot Peterson, Brookline.

Address by Presiding Officer: Captain William E. McKay, Chairman of the Board.

Address by Admiral William S. Sims, U.S.N., Retired.

Presentation of Alumni Association Prizes by Commissioner Theodore L. Storer:

To the graduate in the Seamanship Class doing the best all round work: Thurston Hartford of Wollaston.

To the graduate in the Engineer Class doing the best all round work: Stuart K. Mills of Fall River.

Presentation of Maritime Association Prizes by Mr. Gerrit Fort:

To the graduate in the Seamanship Class standing highest in professional studies: John A. Willoughby of Edgartown.

To the graduate in the Engineer Class standing highest in professional studies: Stuart K. Mills of Fall River.

Presentation of Prize awarded by the Boston Marine Society by Captain George E. Eaton, Superintendent, 2nd Lighthouse District:

To the graduate possessing the most qualities making the best ship-master including aptitude, prompt and cheerful obedience to his superior officers, devotion to duty, integrity, force of character, and ability to attain and maintain leadership: Robert E. Thompson of East Boston.

Presentation of Bibles:—Mr. Peterson. (The Bibles are the gift of the Massachusetts Bible Society.)

Presentation of Diplomas:—Captain Armistead Rust, U.S.N., Superintendent.

The seventy-sixth graduation exercises were held on board the *Nantucket* at the Navy Yard, Charlestown, on Tuesday, September 27, 1932, at 11 A. M. The program was as follows:

Invocation: Rev. Samuel M. Lindsay, D.D. of Brookline.

Presiding Officer: Captain William E. McKay, Chairman of the Board.

Address: Mr. Theodore L. Storer, Commissioner, Massachusetts Nautical School.

Address: Rear Admiral Henry F. Bryan, U.S.N., Retired.

Presentation of Boston Marine Society Prize by Captain George E. Eaton, Superintendent, 2nd Lighthouse District:

To the graduate possessing the most qualities making the best ship-master, including aptitude, prompt and cheerful obedience to his

superior officers, devotion to duty, integrity, force of character, and ability to attain and maintain leadership: Joseph W. Lermond of Whitinsville.

Presentation of Prizes by Mr. Arthur M. Wiggin:

To the graduate in the Seamanship Class making the greatest improvement in all round work during the past year: Richard C. Root of Plainville.

To the graduate in the Engineer Class making the greatest improvement in all round work during the past year: T. Arthur Neil of Waltham.

Presentation of Wood-Whitman Memorial Prize by Commissioner Theodore L. Storer:

To the graduate of the year standing highest in Seamanship and Navigation: Joseph W. Lermond of Whitinsville.

The following graduates received the highest mark in the Alumni Association competition (doing the best all round work):

Seamanship Class: Joseph W. Lermond of Whitinsville.

Engineer Class: Theodore P. Ebsary of Charlestown.

Presentation of Bibles: Dr. Lindsay.

Presentation of Diplomas: Mr. Harry E. Gardner, Massachusetts Department of Education.

LECTURES

WINTER TERM, 1931-32

1931

December 11. Hubert W. Perry: Musical Entertainment.

December 18. Mr. Walter K. Queen: Motion Pictures.

1932

January 8. Dr. Charles E. Park. Subject: "The Clipper Ships."

January 15. Everett W. Lord. Subject: "International Relations."

January 22. Captain Herman T. Parker. Subject: "Qualifications for an Officer in the Merchant Marine."

January 29. Captain Felix Riesenbergh. Subject: "A Sea Career and What it Means."

OFFICERS AND INSTRUCTORS

Clarence A. Abele, Captain, U.S.N. (retired), Superintendent of Schoolship.

Norman E. Merrill (graduate M.N.S.), Schoolship Executive Officer.

Robert M. Gray, Lieutenant, U.S.N.R. (graduate M.N.S.), Schoolship Navigator.

Richard T. Rounds (graduate M.N.S.), Schoolship Watch Officer.

Nicolai S. Silvertsen, Schoolship Watch Officer.

Ervin L. Kelley, Lieutenant, U.S.N.R. (graduate M.N.S.), Chief Marine Engineer.

Norman L. Queen (graduate M.N.S.), Assistant Marine Engineer.

John E. Wright, Schoolship Instructor in Mathematics.

Tobias Foss, Schoolship Instructor in Mechanical Drawing.

Robert S. Palmer, M.D., Schoolship Surgeon.

Charles Parker, Schoolship Paymaster.

CADET OFFICERS OF THE MASSACHUSETTS NAUTICAL SCHOOL

SUMMER TERM, 1932

Navigation

Joseph W. Lermond	<i>Senior Cadet Officer</i>
Frederick Austin	<i>Junior Cadet Officer</i>

Engineering

Theodore P. Ebsary	<i>Senior Cadet Engineer Officer</i>
William B. Paterson	<i>Junior Cadet Engineer Officer</i>

WINTER TERM, 1932-33

Navigation

Arthur W. Lapine	Senior Cadet Officer
Harold D. Howes	Junior Cadet Officer

Engineering

John D. McGilvray	Senior Cadet Engineer Officer
Richard R. Davis	Junior Cadet Engineer Officer

CADETS ADMITTED, GRADUATED, AND HONORABLY DISCHARGED, FROM 1893 TO 1932 INCLUSIVE

	Admitted	GRADUATED			Honorably discharged	Withdrawn, dismissed, dropped	Number connected with the school
		Seamanship Class	Engineer Class	Totals			
1893	141	—	—	—	29	24	138
1894	63	—	—	—	43	18	156
1895	71	19	19	38	12	6	156
1896	74	20	17	37	31	17	174
1897	73	20	21	41	20	9	165
1898	99	15	25	40	26	23	194
1899	79	11	12	23	41	11	184
1900	78	14	36	50	21	14	186
1901	71	11	18	29	20	16	172
1902	90	16	22	38	34	13	197
1903	66	17	14	31	25	17	178
1904	60	16	29	45	17	31	165
1905	65	10	10	20	9	13	137
1906	50	16	19	35	18	19	145
1907	60	10	15	25	17	26	138
1908	45	8	10	18	9	9	110
1909	81	14	22	36	7	16	156
1910	54	6	16	22	16	15	151
1911	69	20	23	43	7	18	168
1912	57	17	16	33	14	15	157
1913	79	21	19	40	20	8	174
1914	65	20	16	36	22	7	171
1915	70	26	19	45	18	11	176
1916	73	23	15	38	36	3	175
1917	69	26	11	37	16	3	167
1918	66	31	17	48	10	4	178
1919	77	37	18	55	17	5	193
1920	70	35	15	50	13	9	186
1921	70	35	17	52	9	9	184
1922	74	29	21	50	19	9	188
1923	77	27	16	43	16	16	187
1924	76	23	21	44	13	16	188
1925	73	26	22	48	18	8	188
1926	80	19	22	41	22	21	194
1927	75	27	17	44	20	4	185
1928	69	27	20	47	15	7	187
1929	71	23	29	52	12	7	189
1930	62	33	19	52	8	3	180
1931	74	38	19	57	6	9	191
1932	50	23	22	45	2	3	169
Total	2,866	809	719	1,528	728	492	

MEMBERSHIP OF THE SCHOOL

GRADUATING CLASS, APRIL, 1932

Seamanship Division

Hartford, Thurston	Wollaston
Willoughby, John A.	Edgartown
Thompson, Robert E.	East Boston
Rosol, Emile	Northbridge
Cowell, Thomas E.	Hingham
Roscoe, George L.	Dover
Brozek, John J.	Three Rivers

Hansford, Harold	Lawrence
Ingram, William H.	Weston
Bey, Wilbur A.	Holyoke

Engineering Division

Mills, Stuart K.	Fall River
Foote, Warren B.	Framingham
Gill, John G.	West Newton
Atkinson, Leo T.	Cambridge
Uebel, William R.	Medford
Charette, Normand R.	New Bedford
Forsey, Robert K.	Springfield
Taggart, Stuart H.	West Springfield

GRADUATING CLASS, OCTOBER, 1932

Seamanship Division

Lermond, Joseph W.	Whitinsville
Austin, Frederick	Mattapan
Burbank, A. Murray	Watertown
Page, Lucian T.	South Weymouth
Chesley, Carl F.	Lexington
Condé, Jesse C., Jr.	Everett
Connors, William J.	Cambridge
Melbye, Ernest M.	Wrentham
Lumbert, Chesley W.	North Scituate
Root, Richard C.	Plainville
Shepard, Norman H.	Beverly
Ross, James R.	Roxbury
Haggett, Gordon P.	South Weymouth

Engineering Division

Ebsary, Theodore P.	Charlestown
Paterson, William B.	Quincy
MacDonald, James, Jr.	Atlantic
Montgomery, William R.	Melrose
Hargraves, William E.	New Bedford
Weir, William	Rockland
Baketel, George S.	Methuen
Macdonald, Neil	Weston
McGowan, Edward R.	Gloucester
Campbell, Clarence H.	Arlington
Smith, Raymond C.	Westfield
Bowen, Robert J.	Salem
Clark, Kenneth H.	West Bridgewater
Neil, T. Arthur	Waltham

CLASS TO GRADUATE, APRIL, 1933

Seamanship Division

Lapine, Arthur W.	Lynn
Jakeman, William C.	Watertown
Mehegan, Alfred C.	Dorchester
Gertsen, J. Douglas	Mattapan
Howes, Harold D.	Hyannis
Healy, Joseph D.	Dorchester
Brown, Frederick S.	Belmont
Wallace, Arthur J., Jr.	Newtonville
Nichols, John A.	Malden
Farrell, Thomas P.	Bridgewater
Hall, Edward H.	Arlington

Keefe, Martin D., Jr.	Roslindale
Rice, C. Marsh	Lynn
Joyce, Arthur J.	Watertown
Mallard, Philip W.	Salem
Pinto, Reginald F.	Vineyard Haven
Pike, John F.	West Roxbury
Lamb, William H.	Rockland
Woodward, Clifford W.	Plainville
Hemeon, William D.	Salem
Anderson, Arthur L., Jr.	Hyde Park
Beal, Gordon F.	Nantasket
Gafney, James F.	Ware
Gately, John P.	Watertown
Taylor, Reynold A.	Norfolk Downs
McGrath, Christopher J., Jr.	Newtonville

Engineering Division

McGilvray, John D.	Lawrence
Sullivan, Joseph F.	Fall River
Davis, Richard R.	East Pepperell
Grahn, Peter J.	Allston
Rush, Joseph E.	Jamaica Plain
Evans, Richard D., Jr.	Fall River
Berry, Horace A.	Malden
Smith, George D.	East Walpole
Clark, William T.	Malden
Arold, Frederick P.	Lawrence
Gilman, Newell J.	West Springfield
Knox, Kenneth G.	West Medford
Small, Gordon W.	Everett

CLASS TO GRADUATE, OCTOBER, 1933

Seamanship Division

Berg, Martin D.	Medford
Costello, Martin J.	South Boston
Magnuson, Victor B.	Medford
Waite, Leonard S.	Wakefield
Kelly, Morton J.	Woburn
Wood, William W.	Shrewsbury
Sylvester, Francis H.	Somerville
Vautrinot, William B.	Hull
Walton, Sargent L.	Salem
Molitor, Carl M.	Danvers
Dougherty, Vincent E.	Stoneham
Wade, Paul D.	Somerville
Rollings, Phillip A.	Seekonk

Engineering Division

daSilva, Aurelio A. C. F.	Worcester
Rodgers, Allan S.	Chicopee Falls
Anderson, Russell W.	Worcester
Young, Frank A.	Quincy
Gervais, Ralph E.	Wollaston
Creed, Donald L.	Marshfield
Orenstein, Samuel	Springfield
Glinski, James, Jr.	East Saugus
Macher, Frederick A.	Springfield
Adler, Harold	Springfield
Stott, Douglas B.	Andover
Currier, Arthur R.	Shirley

Fogg, Kermit W. J.	Waban
Weissbrod, Paul F.	Holyoke
Quick, Donald L.	West Springfield
Gold, Isador	Westfield
Bellucci, Vittorio P.	Mansfield
Elms, W. Roland	Arlington

CLASS TO GRADUATE, APRIL, 1934

Hillner, Arthur C.	Cambridge
Donovan, Thomas D.	Dorchester
Hickey, John R.	Newton Centre
Sztucinski, Walter J.	Haverhill
Harrington, George H.	Somerville
Tennett, Gordon W.	Winthrop
Gay, Howard E.	Plainville
Waihela, Paul	Norwood
Andrews, Edward G.	East Braintree
deMille, Eric B.	Winthrop
Dranka, Stephen J.	Three Rivers
Collins, Allen G.	West Springfield
Foley, John M.	Worcester
Rice, Marvin O.	Gloucester
Johnston, James M.	Brookline
Arnold, Norman W.	Cambridge
Henning, Arthur G., Jr.	Newton Centre

CLASS TO GRADUATE, OCTOBER, 1934

(Alphabetically arranged)

Anderson, Lars N.	East Braintree
Berger, Richard E.	Winthrop
Brodbine, Francis R., Jr.	Revere
Champeau, Arthur E.	Newton
Colligen, William H.	Newtonville
Cutler, Charles F., Jr.	Lynn
Cutter, Howell G.	Wakefield
Dzingelevich, Victor S.	Haverhill
Hammond, Edward G.	Quincy
Helin, Olavi	Gardner
Herbert, Harlan P.	Shrewsbury
Hodgson, James T., Jr.	Taunton
Holden, John H.	Cambridge
Howell, Charles R.	Worcester
Hyllestad, Bernard H.	Monument Beach
Jagling, Thomas A.	Hudson
Lawrence, Beardsley, Jr.	Sharon
McCray, Charles E., Jr.	Shrewsbury
McElholm, Joseph L.	Lowell
Miffin, Chester L.	Medford
Mitchell, John F.	Worcester
Nickerson, Douglas E.	Waltham
Packlick, Stanley T.	Housatonic
Peirce, George H.	Leicester
Pelton, George K.	Manchester
Pond, Henry G.	Worcester
Smith, George A.	Holyoke
Swiniarski, John A.	Salem
Talbot, George E., Jr.	Whitinsville
Tawse, George D.	Beverly
Tonis, Richard	Brockton
Warren, Augustus W., Jr.	Middleboro

APPROPRIATIONS

The appropriations for the school for the fiscal year 1932, from December 1, 1931, to November 30, 1932, are accounted for as follows:

<i>Expenses of Schoolship</i>	Appropriation	Expenditures
Personal services	\$46,000.00	\$45,585.25
Travel, transportation and office expenses	1,000.00	1,735.13
Food	21,000.00	20,945.05
Furnishings and household supplies	1,100.00	1,289.15
Medical and general care	1,050.00	1,555.04
Heat, light, power, etc.	8,750.00	7,585.08
Repairs	2,200.00	2,237.44
Miscellaneous	3,400.00	3,525.63
Repairs and renewals (brought forward from 1931 appropriation)	1,108.38	1,108.38
Appropriation by the Commonwealth*	\$85,608.38	\$85,566.15
Unexpended balance		42.23
	\$85,608.38	\$85,608.38
<i>Expenses of Commission</i>		
Personal services	\$4,700.00	\$4,700.00
Office supplies and equipment	275.00	271.32
Traveling and other services and expenses	2,000.00	2,001.03
Appropriation by the Commonwealth*	\$6,975.00	\$6,972.35
Unexpended balance		2.65
	\$6,975.00	\$6,975.00

*The Treasurer of the Commonwealth receives annually \$25,000 from the Navy Department toward the maintenance of the school, reducing the net cost to the State by that amount.

The Commonwealth has also been reimbursed during the year to the amount of \$6,648.32 received from tuition and other fees.

The estimates for the year 1933 are as follows:

Expenses of Schoolship	\$84,581
Expenses of Commission	2,307
Personal Services	4,745

Respectfully submitted,

WILLIAM E. McKAY, *Chairman.*
CLARENCE E. PERKINS.
THEODORE L. STORER.

FEDERAL LEGISLATION

Authority of the United States

H. R. 24145. APPROVED MARCH 4, 1911.

(Original Act passed June 20, 1874.)

AN ACT FOR THE ESTABLISHMENT OF MARINE SCHOOLS, AND FOR
OTHER PURPOSES

That the Secretary of the Navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of the governor of a State, a suitable vessel of the navy, with all her apparel, charts, books, and instruments of navigation, provided the same can be spared without detriment to the naval service, to be used for the benefit of any nautical school, or school or college having a nautical branch, established at each of the following ports of the United States: Boston, Philadelphia, New York, Seattle, San

San Francisco, Baltimore, Detroit, Saginaw (Michigan), Norfolk, and Corpus Christi, upon the condition that there shall be maintained at such port a school or branch of a school for the instruction of youths in navigation, steamship-marine engineering, and all matters pertaining to the proper construction, equipment, and sailing of vessels or any particular branch thereof.

SECTION 2. That a sum not exceeding the amount annually appropriated by any State or municipality for the purpose of maintaining such a marine school or schools or the nautical branch thereof is hereby authorized to be appropriated for the purpose of aiding in the maintenance and support of such school or schools: *provided, however*, that appropriations shall be made for one school in any port heretofore named in section one and that the appropriation for any one year shall not exceed twenty-five thousand dollars for any one school.

SECTION 3. That the President of the United States is hereby authorized, when in his opinion the same can be done without detriment to the public service, to detail proper officers of the navy as superintendents of or instructors in such schools: *provided*, that if any such school shall be discontinued, or the good of the naval service shall require, such vessel shall be immediately restored to the Secretary of the Navy and the officers so detailed recalled: *and provided further*, that no person shall be sentenced to or received at such schools as a punishment or commutation of punishment for crime.

SECTION 4. That all laws and parts of laws in conflict herewith are hereby repealed.

STATE LEGISLATION

General Laws of Massachusetts, 1932

CHAPTER 15

Department of Education

SECTION 22. There shall be a board of commissioners of the Massachusetts nautical school serving in the department and consisting of three citizens of the commonwealth, one of whom shall annually before July 1st be appointed by the governor, with the advice and consent of the council, for three years from said day.

SECTION 23. The commissioners shall serve without compensation, but shall be reimbursed for expenses actually incurred in the performance of their official duties.

CHAPTER 74

Vocational Education

SECTION 49. The board of commissioners of the Massachusetts nautical school shall provide and maintain a nautical school for the instruction of students in the science and practice of navigation, accommodations therefor on board a proper vessel, books, stationery, apparatus and supplies needed in the work thereof, and appoint and remove necessary instructors and other employees, determine their compensation, fix the terms upon which students shall be received and instructed therein and discharged therefrom, make all regulations necessary for its management and provide from time to time for cruises in or from Boston harbor.

SECTION 50. The board may receive from the federal government, and use for the accommodation of the school, vessels detailed by the secretary of the navy.

SECTION 51. In addition to the advances authorized by section twenty-three of chapter twenty-nine, the state treasurer shall, upon requisition by the board to the comptroller, make an advance for said cruises of not exceeding ten thousand dollars for six months to the commanding officer of the vessel detailed therefor, who shall give bond in the sum of ten thousand dollars, with sureties approved by the governor and council, for its proper disbursement. Said advance shall be accounted for by properly approved vouchers within thirty days after the termination of said cruises.

SECTION 53. The commissioner shall make an annual report relative to the Massachusetts nautical school.

